

### REMARKS

The finality of rejection of independent claim 1 under 35 USC 102 for anticipation by the previously cited Canadian Brey patent is premature, because it was traversed in the last Amendment by combining claim 1 with claim 2, which was not so rejected. Therefore, a new Action is requested if the claims are not now allowed as they should be for the reasons below.

As shown in Figs. 2A and 2B, the claimed invention has a splicing table 7 with a longitudinal axial line 16 (which is imaginary in the lexicography of the specification) dividing it into first and second splicing table halves with first and second splicing table transport units 21, 22 that extend from inlet and outlet ends towards the other. The Canadian Brey patent does not.

As to a second splicing table transport unit extending from an outlet end of a splicing table, the Canadian Brey patent has none and the Action does not indicate where it is thought to be. At the least, therefore, the rejection is too indefinite to be maintained.

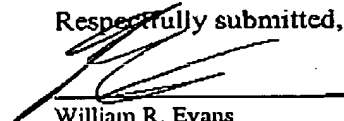
The same difficulty of indefiniteness applies to the first splicing table transport unit extending from an inlet end of the splicing table, but the applicant can, in this case, at least guess that reference it intended to the rolls 37, 41 shown in Fig. 1 at one end of a splicing table as described at column 3, lines 18-22, of the Canadian Brey patent. However, as is well known, rolls have nip line transport action and lines have no transverse extent toward the other end of the splicing table, as claimed.

Moreover, both rolls 37, 41 are centered and, therefore, cannot be said to be on either half of the splicing table, as claimed. Nevertheless, to exclude the possibility of claim 1 being read contrary to its clear meaning as well as considering the rolls 37, 41 of the Canadian Brey patent contrary to their clear centering as on both halves of the splicing table, claim 1 is now narrowed to limit the claimed transport units to only one side of the splicing table. Such

limitation provides strip steering capability from speed control of the transport units that cannot be achieved with the different, centered rolls of the Canadian Brey patent.

Reconsideration and allowance are, therefore, requested.

Respectfully submitted,



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